

**Fleet Advisory 2025-02**

RightShip inspection findings, Chittagong on 31Jan2025

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| 3.1  | <p><b>Position fixing intervals under company navigation policy as presented by the Master for coastal navigation, confined waters, Pilotage waters found following:</b></p> <p><b>1) Position fixing time intervals to decide by the half of the distance of next danger point ahead with considering the vessel speed etc. (Difficult way to decide for the navigating officers) 2) At another area mentioned, position fixing intervals for all those critical water's navigation "not more than 30 minutes" (Which seemed longer). However, all above instructions were open type and not usual fix/specific of 5/10/15 minutes intervals as per Industry practice.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Item 1 'Position fixing time intervals to decide by the half of the distance ---' has been removed from the Nautical Manual.</li> <li>All deck officers to familiarize themselves with the section 3.2 Monitoring Accuracy of GNSS Position in ECDIS provided in the Nautical Manual/Chapter 7B.ECDIS</li> <li>In addition to recommended interval of 30/12 minutes for checking the accuracy of the GPS in coastal and confined waters, be guided by following in Nautical Manual:</li> </ul> <p>d. In coastal and confined waters, continuous track monitoring by parallel index and frequent position verification by the use of radar overlay. Radar overlay will show instantaneously whether GNSS generated position is correct, or the extent of any error. The position verified and recorded by Radar Overlay at mid interval between the LOP verification where possible, keeping in mind that OOW may be associated with other navigational duties especially in confined waters, which may have priority to recording the verification in ECDIS.</p> |
| 3.3  | <p><b>The officers of the watch (OOW) were not clearly familiar with the handling characteristics and stopping distances of the ship. In addition, the OOW were not clearly aware how these characteristics were affected by the current and anticipated machinery status.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Deck officers to be well familiar with the bridge poster containing ship's manoeuvring information for the characteristics and stopping distances of the ship.</li> <li>Deck officers to familiarize with the 'OJT 085 - Influence of current, wind, water depth, vessel displacement and machinery status on handling characteristics and stopping distances of the ship'.</li> <li>Complete above by 28<sup>th</sup> Feb 2025 and upload OJT record in the shared drive folder 3.2.3.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3.26 | <p><b>Deck watchkeeping officers were not aware of alarms and errors of RAIM, Jamming and multipath errors associated with global navigation satellite system/GNSS. However, they also did not have clear understanding of why these errors and other related errors occurred at some situations and what safety actions to take for safe navigation.</b></p> <p><b>Comments:</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

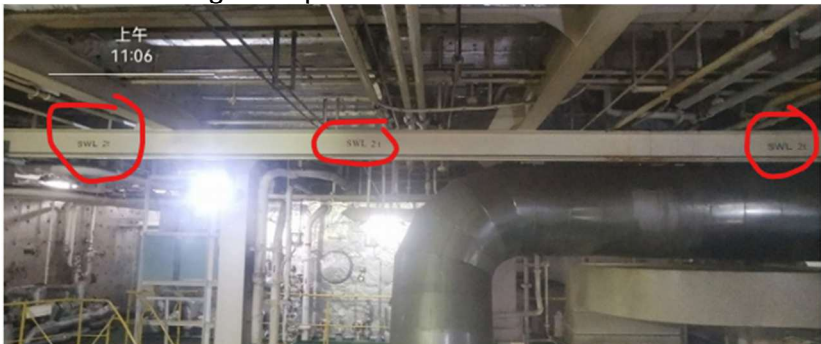
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|      | <ul style="list-style-type: none"> <li>All deck officers to familiarize themselves with the following sections in the Nautical Manual/Chapter 7.0 Navigation Equipment. These sections also contain the action to be taken during occurrence of these errors. <ul style="list-style-type: none"> <li>➤ 13.1 Jamming and spoofing of GNSS</li> <li>➤ 13.2 GPS Errors</li> </ul> </li> <li>Also familiarize with the GPS display on these errors, refer maker's manual.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4.17 | <p><b>Checks made on the oxygen-acetylene bottles of welding equipment/ installation on board and the following noted: 1) Some of the bottles were not marked/missing empty/Full and some safety caps were missing. 2) Gas burning installation pressure regulators were not being replaced every five years or as indicated by the manufacturer, no records were available.</b></p> <p><b>Company comments:</b></p> <ul style="list-style-type: none"> <li>The pressure regulator is replaced every five years as per company PMS, please mark the date of change of pressure regulators in Oxygen/Acetylene room in addition to recording in PMS.</li> <li>Ensure caps are to remain on cylinders not connected for use.</li> <li>Ensure bottles are appropriately identified Empty/Full.</li> </ul> <p>Sample of marking regulator renewal date and Empty/Full/In Use tags :</p>                                                                                                                                                                                                                                                                                                                                                       |
| 4.18 | <p>At the time of checking/testing of starboard side Lifeboat equipment/ Engine, found lifeboat magnetic compass heading was 135° when the wheelhouse magnetic compass heading was 154° (L/boat compass was out by 19°) And Port side's Lifeboat compass was out by 10° with wheelhouse compass.</p> <p><b>Company comments:</b></p> <ul style="list-style-type: none"> <li>The large difference in the lifeboat compass reading may be due to ship's magnetic field.</li> <li>Lifeboats have their own magnetic field which is usually too small to affect their magnetic compass. Ships magnetic field has large influences on the lifeboat(s) magnetic compass as lifeboat compass has not been adjusted for this extra influence.</li> <li>Compare the lifeboat's compass and ship's magnetic compass during routine launching of lifeboat in water. Maintain the lifeboat at least one ship's length away (ensure no other ship close by) keeping lifeboat heading parallel to vessel or aligning with the fore and aft direction of the ship from the stern.</li> <li>The ship's magnetic and lifeboat compasses readings are to be recorded in the deck logbook and in Form 3.2.3 - Emergency Drill and Training Report.</li> <li>Any difference more than 5 deg. is to be immediately reported to office.</li> </ul> |

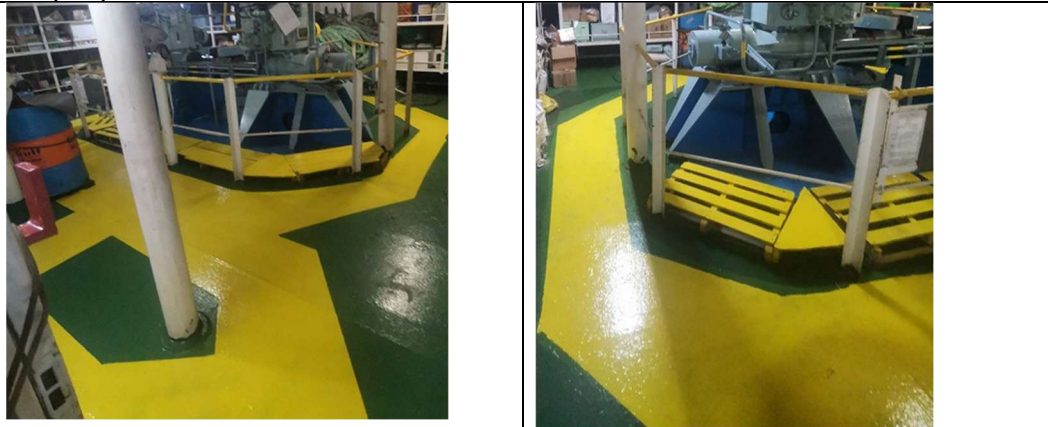
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| 4.20 | <p>Life jackets and immersion suits were kept in forward store, however no donning instructions were posted around there.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Ensure life jacket and immersion suit donning instructions are posted near the storage box in the forward store.</li> </ul>                                                                                                                                                   |
| 4.36 | <p>Regarding access to the vessel and the ladders: 1 portable aluminium ladder approx 12 feet length was placed behind of cargo hold no 5, however no safety markings (SWL etc) were in place and no class approval certificate for it found on board.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Ensure portable aluminium ladder (if provided) is marked with SWL and maker's plate is attached to it indicating the specifications.</li> <li>• Load test certificate of the portable ladder is available on board.</li> </ul>    |
| 5.8  | <p>No containment/Tray arrangement fitted for hatchcover operating hydraulic all Rams on deck</p> <p><b>Comments:</b></p> <p>Ensure that following measures have been implemented for containing the oil on deck before operation of deck hydraulic winches, hatch covers and cranes.</p> <ul style="list-style-type: none"> <li>➤ Scuppers are to be plugged</li> <li>➤ Deck watch is maintained</li> <li>➤ Hydraulic ram, associated connections/flexible hoses and hydraulic pipes are maintained in good condition in accordance with the PMS.</li> </ul> |
| 5.9  | <p><b>Warning poster/measures were not in place near the overboard discharge valve to prevent the accidental discharge of oil from forward store D'watering system.</b></p> <p><b>Company Comments:</b></p> <ul style="list-style-type: none"> <li>• Pollution prevention notice was posted near the bilge suction valve. However, it was missing at the overboard discharge valve.</li> <li>• Mark 'Check oil content before discharging overboard' near the overboard discharge valve in forward store.</li> </ul> <p>Sample photo:</p>                     |

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| 6.8   | <p>One of the ventilator aft port side of cargo hold no 5, when opened up for inspection, found with heavy loose rusts' scales, rusts' flakes inside the net screen. (However, those were cleaned rectified during inspection).</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Ensure all cargo holds air vents are inspected when preparing holds for loading the next cargo. Any trapped rust scales/flakes are removed before loading the cargo.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8B.34 | <p>A port log was being maintained for cargo operations activities and same important informations were recording in deck log book also, However the followings were found not recorded in the port logbook or in the deck log book: 1)Starting and stopping of work at each hold; times and dates. 2)Tonnages loaded/unloaded per pour into each hold, and a running total loaded; and in the case of unloading, tonnages offloaded per shift from each hold and a running total offloaded. 3) Weather conditions at intervals – for example, 6 hours. 4)Movement of barges alongside. 5)Draft readings 6)Any delays caused on board. 7)The values of SF and BM were not calculated at least at the end of each pour during cargo operation.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• All deck officers to familiarize with the instructions provided in the initial page of the new Port Log.</li> <li>• Chief Officer to check that entries are made in the Port Log as required by the instructions.</li> <li>• Master to ensure compliance with the instructions by carrying out random checks.</li> </ul> |
| 9A.4  | <p>No 3 cargo hold's all 4 sides coamings' outer &amp; inner side of top areas, compression bars and the coaming tops' water channels were not clean, not free of corrosion, not free of rusts' blisters but rusted moderately to heavily. Cargo were closed since mid-Dec 2025 after loading the present cargo.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Ensure cargo holds coamings are cleaned and maintained at monthly interval as per PMS. This maintenance opportunity normally arises after discharge of the cargo.</li> <li>• Ensure water channels are clean before closing the hatch covers.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 9A.16 | <p>The PMS did not include maintenance of portable pump for emergency hatch cover operation and the pump service/maintenance records were not available.</p> <p><b>Comments:</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|       | <ul style="list-style-type: none"> <li>There is no requirement pump is to be serviced annually by maker's representative as per maker's manual.</li> <li>The yearly maintenance of portable pump for emergency hatch is included in the PMS (MESPAS) as following screenshot from the MESPAS.</li> </ul> <div> <div>Job ID</div> <div>DocForm</div> <div>Parts used</div> <div>Final</div> <div>Critical a...</div> <div>Critical p...</div> <div>Class ...</div> <div>Label (product)</div> <div>Activity</div> <div>Date done ▾</div> </div> <div> 374595 <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Routine Jobs - Engine Hatch Cover Portable pump for emergency operation 9 Jul, 2024 </div> <ul style="list-style-type: none"> <li>Check in the MESPAS using activity e.g. 'Portable Pump' in the search function for the last date of the maintenance.</li> <li>Ensure all relevant staff is aware of searching the job history in MESPAS.</li> </ul> |
| 9A.20 | <p>No 1 crane &amp; crane operator's cabin inspection: 1) Cabin wall insulation laggings/foam were damaged at places and were missing from some areas. 2) An ordinary chair found placed in the cabin and not a standard operator's cabin chair with cushion and proper/good back rest. 3) Crane boom angle indicator degrees markings were faded, rusts' stained, wasted by rusts' and hence not clearly readable.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Maintain cargo cranes in accordance with the PMS.</li> <li>Check/inspect/test cargo crane using company Form 2.3.7 – Cranes, Grabs and Deck fittings checklist</li> <li>Any defect is to be immediately reported to office.</li> </ul>                                                                                                                                                                                                                                                                                                    |
| 10.15 | <p>Two nos clutches' pins (Safety pins) at aft station's mooring winch were found out of its position since last mooring operations.</p> <p><b>Comments:</b></p> <p>Ensure safety pin is in place for securing the clutch control lever. It is to be practiced even if the mooring winches are not in use.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 11.2  | <p>Emergency storage battery for GMDSS Communication daily Tests by OFF/ON load,: Navigating officers found not clearly familiar with ON/OFF load test positions and hence the GMDSS log book writing was also being done incorrectly so far.</p> <p><b>Comments:</b></p> <p>All deck officer to familiarize with the OJT 83 – GMDSS Battery off-load/on-load test by 28<sup>th</sup> Feb 2025 containing Test procedure and purpose of the test and file the training record in the Shared Drive folder 3.2.3.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12.4  | <p>Vessel transited through Singapore &amp; Malacca straits (Piracy risk areas), however no updated security charts were on board for those areas.</p> <p><b>Comments:</b></p> <p>Ensure current edition of the security charts of the trading area are on board. Order the security charts if not on board.<br/>Current edition no./date is as following as on 14<sup>th</sup> Feb 2025:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|       | CHART                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | AREA                                                                                                          | SCALE                   | EDITION NO. / DATE |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------|--------------------|
|       | Q6099                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Red Sea, Gulf of Aden and Arabian Sea<br>Gulf of Aden to Red Sea Transit Corridor                             | 9,000,000<br>1,200,000  | 10th (05/01/23)    |
|       | Q6110                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Mediterranean Sea<br>Strait of Gibraltar                                                                      | 4,700,000<br>465,000    | 3rd (25/03/21)     |
|       | Q6111                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Persian Gulf and Arabian Sea<br>Strait of Hormuz                                                              | 2,800,000<br>1,450,000  | 7th (05/01/23)     |
|       | Q6112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Karachi to Quanzhou                                                                                           | 10,000,000              | 1st (14/11/24)     |
|       | Q6113                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Zhanjiang to Hokkaido<br>Sulu Sea and Celebes Sea Transit Corridors                                           | 13,000,000<br>2,600,000 | 1st (14/11/24)     |
|       | Q6114                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | West Africa including Gulf of Guinea<br>Lagos and Cotonou Secure Anchorage Areas and Maritime Exclusion Zones | 8,500,000<br>425,000    | 4th (21/11/24)     |
| 13.9  | <p>The following were not recorded accordingly in Engine room logbook: 1) Bunkering: Time place &amp; quantity. 2) Bilge and Sludge ROB. 3) Boiler soot blow 4) Fresh waterlog 5) Machinery defect log.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Engine staff to familiarize with the attached 'OJT 84- Entries in the engine logbook and other logbooks' by 28<sup>th</sup> Feb 2025 and file the training record in the Shared Drive folder 3.2.3.</li> <li>CE to ensure the entries are made as required on daily basis before signing the engine and other logbooks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                   |                                                                                                               |                         |                    |
| 13.14 | <p><b>Are the major components of the auxiliary engines maintained as per manufacturer's recommendations and records of periodic maintenance kept? (V)</b></p> <p><b>Findings:</b> Auxiliary engine no 3 Fuel pump overhaul, Manufacturer/PMS recommendation every 5000 hours, however present running hours found 5788 hours. This item was overdue.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The AE No. 3 fuel pump was not overdue. However, this finding resulted due to a sheet containing running hours records shown to inspector. 3/E was updating the running hours directly in the PMS/MESPAS. This sheet was not updated.</li> <li>Remove such uncontrolled documents from the computer.</li> <li>Ensure running hours of the machinery are directly recorded in the MESPAS.</li> <li>All concerned staff is to be well familiar with the search function in MESPAS for extracting maintenance of an equipment.</li> </ul> |                                                                                                               |                         |                    |
| 13.15 | <p><b>Are the emergency escape routes clearly marked, free of obstruction and adequately lit? (V)</b></p> <p><b>Findings:</b> Hoisting /lifting rope over the block in the emergency escape routes in Engine room was found thin/approx. 12mm size rope and not with usual 18mm/20mm size rope for good grip at the time of emergency lifting an incapacitated person from engine room.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Check the size of the rope of the hoisting block, where rope is thin, change the rope to 18mm/20mm size for good grip for lifting.</li> </ul>                                                                                                                                                                                                                                                                                                                                                        |                                                                                                               |                         |                    |

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| 13.27 | <p><b>Is the engine room crane and other lifting gear regularly inspected, tested, and maintained? (V &amp; M)</b></p> <p><b>Findings:</b> The engine room overhead transverse crane's beam and the internal fore and aft 'I' beam were not clearly marked with SWL in several locations to make visible from all standing positions. (Mark found at one place and only one side of the beams and not at both sides).</p> <p><b>Company comments:</b></p> <ul style="list-style-type: none"> <li>The engine room transverse crane beam should be clearly marked in several locations – not only on the travelling beam itself and, on the hook, but also on the internal fore and aft 'I' beam – so that no matter where you are standing on the engine room top plates the SWL of the equipment is clearly visible. (RISQ Guide to Inspection)</li> <li>Check the SWL markings is clearly marked at several locations visible from any location on E/R top plate, mark SWL where required.</li> </ul> <p>SWL marking example:</p>  |
| 13.30 | <p>1) Auxiliary cooling pump at engine room bilge port side pump's glands were leaking and water droplets falling continuously. 2) Good amount of water accumulations noted on engine room bilge forward starboard side under some seawater pipes. 3) Engine room bilge wells at after side found full of water accumulations.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Attend and rectify any defect as soon as possible after detection.</li> <li>Transfer the water from the bilge wells as and when required.</li> <li>Always keep the bilges clean and free of oil.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 13.44 | <p><b>Steering gear compartment walkways were found obstructed by oil drums and mooring ropes stored over there.</b></p> <p><b>Comments:</b><br/>Check and ensure walkways around the steering gear unit are clear from any obstruction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 13.45 | <p><b>Steering gears compartment outer walkways were found slippery and the surfaces were not provided with non-slip paints or with gratings.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The steering gear compartment shall be provided with suitable arrangements to ensure working access to steering gear machinery and controls. These arrangements shall include handrails and <b>gratings or other non-slip surfaces</b> to ensure suitable working conditions in the event of hydraulic fluid leakage. (SOLAS II-1/29.13.2)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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|      | <ul style="list-style-type: none"> <li>Check the condition of non-slip paint coating (not applicable where gratings are provided), plan painting non-slip coat if required. If required add sand to make the paint non-slip.</li> </ul> <p>Sample photo:</p> <div data-bbox="311 280 1364 705">  </div>                                                                                                                                                                                                                                                                                                                                                   |
| 14.2 | <p><b>Forward and Midship Draft Mark's some letters below 9m were faded and not clearly readable.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Check the load lines and draft marks at each opportunity and paint as required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 14.4 | <p><b>Hydraulic pipes on deck (Going forward &amp; return lines), approx. 40% of total length of all pipes found rusted/corroded moderately to heavily.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Check the condition of the pipes (hydraulic/fire/CO2/Pneumatic etc) on main deck and plan maintenance where required.</li> <li>No Denso tape allowed on the hydraulic pipes except on the flexible hose connectors.</li> <li>Ensure the hydro-blaster (where supplied) is in good working condition. Any defect related to hydro-blaster is to be immediately reported to Ship manager.</li> <li>Provide your feedback on the condition of the pipes on deck to your Ship manager by 28 Feb 2025.</li> </ul> |

## Fleet Advisory 2025-03

RightShip inspection findings at Gisborne on 01 April 2025

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| 3.6                                                                                                                             | <p><b>The time when the Master/Pilot exchange was completed and the time when the transfer of conn between the Master and Pilot had occurred, was not recorded.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Familiarize with the following Guidance provided in RISQ:<br/>==<br/>The Officer should record the time when the Master/Pilot information exchange is completed. If different, the time of the transfer of conn between the Master and Pilot should also be recorded. Additionally, the time of the transfer of conn between Pilots, and if applicable, between the Pilot and Master on an outbound passage, should be recorded.<br/>==</li> <li>Pilot card containing Master/Pilot information exchange Form has been revised to include the information exchange completion date and time at bottom of the page, refer below changes in red:</li> </ul> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <b>RECEIPT BY PILOT/S</b><br/> Name :<br/><br/> Signature :<br/><br/> <b>Date and Time Master/Pilot information exchange completed:</b> </td><td style="width: 50%; vertical-align: top;"> <b>VERIFICATION BY MASTER</b><br/> Name :<br/><br/> Signature : </td></tr> </table> <ul style="list-style-type: none"> <li>Record the conn transfer timings between Master and /Pilot in the bell book.</li> <li>Record the conn transfer timings between the Pilots in the bell book.</li> </ul> | <b>RECEIPT BY PILOT/S</b><br>Name :<br><br>Signature :<br><br><b>Date and Time Master/Pilot information exchange completed:</b> | <b>VERIFICATION BY MASTER</b><br>Name :<br><br>Signature : |
| <b>RECEIPT BY PILOT/S</b><br>Name :<br><br>Signature :<br><br><b>Date and Time Master/Pilot information exchange completed:</b> | <b>VERIFICATION BY MASTER</b><br>Name :<br><br>Signature :                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                 |                                                            |
| 3.19                                                                                                                            | <p><b>It was observed that two new ECDIS that were fitted in Jan 2025 were connected to the same AC circuit breaker. Consequently they were not “independent” as they shared the same one circuit breaker.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Please check two ECDIS are connected to two separate circuit breakers which are independent of each other. After checking, confirm the result to your Technical Superintendent.</li> <li>Thorough risk assessment as a part of management of change will be carried out in future for the replacement of any equipment.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                 |                                                            |
| 3.22                                                                                                                            | <p><b>It was observed that the echo sounder shallow water alarm was set at one meter. As per interview with 2nd officer and Master it was verified that this one meter shallow water alarm was never changed to another appropriate safe depth to warn of approaching shallow water or when making landfall. This was contradictory to the guidelines of the Bridge Procedure Guide, 6th Edition, section 5.5 page 97.</b></p> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>Familiarize with the company SMS (Nautical Manual/7.0 Navigation Equipment/11.Echo Sounders) requirement for setting the depth alarm in the echosounder.</li> <li>Post near the echo sounder as following:<br/>==<br/><b>Set minimum depth alarm under the keel</b><br/>Arrival/departure port/restricted water: 10% of draft<br/>Open/coastal waters: 3.5 meters<br/>===</li> <li>OOW is responsible for setting the depth alarm in echo sounder for different legs of voyage.</li> <li>Master to ensure compliance with above</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                 |                                                            |

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| 4.5  | <p><b>Enclosed space entry permit for entry into top side ballast tank 1 S on 20/Mar/2025 was reviewed and the following were found, as per the attached photo 1. No evidence of who was the attendant at the entrance. 2. No evidence of time of entry and exit of the two persons who entered the tank. 3. No evidence if SCBA or EEBD were carried by the two persons who entered the tank. 4. No evidence if SCBA, rescue davit or other emergency equipment was available at the entrance. 5. The permit validity started at 1200 however the Master signed and approved the permit at 1230. 6. Risk assessment reference number was missing. 7. The time when the initial atmosphere readings were taken was not stated in the permit. 8. No evidence of lock out tag out of tank valve etc.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• In this case, the Permit Generator program malfunctioned on selection of Enclosed Space and permit was not generated as required. The points mentioned by the inspectors in his finding were missing from the permit, hence resulted in above finding.</li> <li>• Separate Permit to Work for different jobs are being published to replace permit generator. New Enclosed space permit has been sent to all ships. Rest of the permits if any erroneous Permit to Work generated by Permit Generator is to be immediately informed to office during interim period.</li> <li>• Timings recorded in the permit are to be in synchronization, permit validity starts only after it is authorization.</li> <li>• Ensure Risk of assessment as required is carried out and is mentioned in the permit.</li> </ul> |
| 4.8  | <p><b>Gyro repair/service started about 0730 hours on 1/April/2025, however the permit to work was not made and tag out system was not used. Subsequently at 1015 hours the permit was made and this finding was rectified during inspection.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Master to brief staff on importance of permit-to-work and tag-out systems and discuss these during monthly safety meeting.</li> <li>• CO to ensure Permit to Work is issued before start of the jobs related to deck and CE to ensure Permits for the jobs in Engine Room</li> <li>• Master to supervise that proper permit to work is issued prior start of job and to ensure Permit to Work compliance on board</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4.11 | <p><b>Only one fall arrestor was on board. The spring was defective because the wire did not retract fully when tested by inspector. It was manufactured in 2019, there was no user's manual and no certificate onboard. There was no evidence of any annual inspections by authorised technician. There was no evidence of any ship staff inspection that recorded the condition of this fall arrestor.</b></p> <p><b>Comments:</b><br/>Please revert with result after carrying following checks and inform to your Technical Superintendent</p> <ul style="list-style-type: none"> <li>• Check maker's use manual and certificate are on board</li> <li>• PMS for the maintenance has been added in the MESPAS</li> <li>• Carry out maintenance as per PMS</li> <li>• Familiarize with the location of maker's user manual, add new equipment in the Share Point as following:</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

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|      | <p>10 Drawings and Manuals </p> <p> Name </p> <p> ADD &amp; MODIFICATION DRAWINGS</p> <p> FINISHED DRAWINGS</p> <ul style="list-style-type: none"> <li>Equipment certificate is to be uploaded in MESPAS/CSM certificate</li> <li>Equipment is not to be used more than maker's recommended time and to raise requisition before expiry of recommended time</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4.17 | <p><b>For the oxygen acetylene gas welding equipment the following were noted: 1. Within the storage space of the oxygen cylinders on the aft deck, the pipe after the regulator connecting to the fixed piping, was a copper pipe and not a steel pipe. 2. Within the storage space of the oxygen cylinders on the aft deck, the hose connecting the cylinders to the regulator was a hydraulic hose and not a braided hose. This was rectified during the inspection. 3. Inside the deck workshop, re-usable worm screw drive clamps were fitted to secure the oxygen acetylene hoses to their hose tails and both the pressure gauges were defective. This was rectified during inspection.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Check that the pipe and fittings for oxygen and acetylene distribution are of steel.</li> <li>Check that oxygen/acetylene hoses are not secured by jubilee clip but crimped using the crimping tool. Raise requisition if crimping tool is not on board.</li> <li>Proper inspection of the pipes/fittings/hoses is to be carried out during routine PMS.</li> <li>CE to supervise that these are maintained properly as per PMS.</li> </ul> |
| 4.19 | <p>The bracket fitted to the railing on forecastle deck starboard side was unable to fit the portable forward life raft light due to incompatible pin and hole on their contact surfaces. This was rectified during the inspection.</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>The rust around pin increased the diameter of the pin preventing it to fit into the hole of the light frame. The rust around the pin was scraped to fit the light.</li> </ul>  <ul style="list-style-type: none"> <li>Rig the life raft light at assigned place when testing it during routine inspection</li> <li>Ensure installation fitting is inspected thoroughly during routine inspection and maintained in good cosmetic condition to protect against corrosion.</li> </ul>                                                                                                                                                                                                                                                                                                                                     |
| 4.21 | <p><b>The kit to carry out leakage test on the immersion suits was defective. The bellow was damaged. The pressure gauge was defective and had never been calibrated. The last test in March 2025 had been carried out using this pressure gauge and deck air.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Immersion suits are required to be tested to a pressure 0.7 to 1.4 kPa (7 to 14 millibar)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|      | <ul style="list-style-type: none"> <li>• Maintain the photographic evidence of testing the immersion suits with the reading of the pressure gauge.</li> <li>• Ensure test is carried out using the test kit. Carry out visual inspection of the equipment before use. Inform office if any equipment of test kit is defective.</li> <li>• Never use the deck air for pressure testing the immersion suits. The pressure of the deck air is very high (5 to 7 bar) than pressure required for testing the immersion suits. Deck air will damage the immersion suits.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 4.37 | <p><b>For the starboard side pilot ladder it was noted that a tripping line was fitted below the first spreader and above the third rubber step. This was not in accordance with the international Maritime Pilot Association poster and guidelines. The tripping line was removed during the inspection. The stanchions fitted at the pilot boarding area were secured to their welded shoes on the main deck by mild steel nut bolts that were rusted.</b></p> <p><b>Comments:</b><br/>Check the pilot ladder and access point on board</p> <ul style="list-style-type: none"> <li>➤ Remove tripping line if in use</li> <li>➤ Brief deck staff on Maritime Pilot Association poster and guidelines</li> <li>➤ Check stanchions pins, to replace mild steel nut bolts by stainless steel toggles pins where required. Order stainless steel toggles pins of proper size if required.</li> </ul> <p>Where use of retrieval line is necessary, it is to be in strictly in compliance with IMO Resolution A.1045(27)</p> <p>==</p> <p>2.1.5 When a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line should be fastened at or above the last spreader step and should lead forward. The retrieval line should not hinder the pilot nor obstruct the safe approach of the pilot boat.</p> <p>==</p> |
| 9A.3 | <p><b>There was one ultra sonic equipment on board that was used on 28/March/2025. There was no evidence that this equipment was ever calibrated and there was no user's manual available on board.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>➤ Check maker's manual and calibration certificate is available on board. Contact your Technical Superintendent if these not available.</li> <li>➤ Ensure one set of maker's manual and calibration certificate is to be kept in the test kit box</li> <li>➤ Check maker's user manual available in MESPAS</li> <li>➤ Equipment manuals are also to be made available in Share Point<br/>10 Drawings and Manuals &gt; <b>ADD &amp; MODIFICATION DRAWINGS</b></li> </ul> <div> <div>  Name ▾ </div> <div>  Ultra sonic equipment </div> </div> <ul style="list-style-type: none"> <li>➤ Upload the calibration certificate in MESPAS</li> </ul>                                                                                                                                                                                                                                               |
| 10.1 | <p><b>The records for mooring lines were checked and it was noted that a few mooring lines were installed in 2021 and 2022. Their end-to-end change and rotation dates were not recorded and were overdue as required by company policy.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• New Form was introduced in Jan. 2024 to replace old Form which didn't require dates of end-to-end change and mooring lines rotation. Hence these dates were not available when new Form was implemented.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

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|       | <ul style="list-style-type: none"> <li>• Check the data in the Mooring Ropes Inspection Form to ensure all relevant data is correctly filled up.</li> <li>• Ensure end-to-end change and rotation dates are filled up in future as required in the Form</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10.15 | <p><b>The pins for locking the mooring winch gear change levers were not robust and fit for purpose. Split pins and mild steel thin threaded bolts were used at few places.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Inspect the pins of the mooring winches and to inform your Technical Superintendent if the pins are not stainless toggle pins of correct size</li> <li>• Emphasizing proper inspection of the mooring equipment during routine inspections</li> <li>• Order the stainless toggle pins if the existing pins don't meet the requirement.</li> <li>• Officer in charge at mooring station to ensure locking pins are in place</li> </ul> |
| 13.2  | <p><b>For this arrival port and the last departure port it was noted that engine room manning levels were not recorded. Further checking revealed that they had never been recorded.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Record the engine room manning level in the engine room logbook with immediate effect.</li> <li>• Engine Room arrival checklist (ER02) also contains check for ensuring engine room manning level is as per SMS</li> </ul>                                                                                                                                                                                                   |
| 14.10 | <p><b>There were only 8 portable cargo hold lights on board. There was no objective evidence that any inspections and checks for ensuring their electrical safety were carried out.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Ensure at least 10 portable cargo hold lights are on board, raise requisition if required.</li> <li>• It was mistake on the part of the staff who mistakenly replied incorrectly to inspector. Portable cargo lights maintenance at monthly interval is provided in the MESPAS.</li> <li>• Familiarize with the PMS of portable cargo hold lights is provided in the MESPAS</li> </ul>                                        |

## Fleet Advisory 2025-04

RightShip inspection findings at Port Canaveral on 24 April 2025

|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 4.5  | <p><b>The enclosed space entry permits provided by the operators were missing the following critical elements: Emergency signals and evacuation procedures were merely ticked but not agreed upon. Means of communication during emergencies, along with associated signals were merely ticked but not agreed upon.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• The permit has been revised to record the emergency signal in case of failure of primary communication, emergency evacuation signal and evacuation procedures.</li> <li>• Discuss the changes on board during next safety meeting.</li> <li>• Master to ensure the signals and evacuation procedure is discussed, agreed and same recorded in the permit.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4.11 | <p><b>The vessel carried out Rocking tests on cranes 1, 2, 3, and 4 on 08 and 09 March 2025 respectively. However, working aloft permits for these dates had not been filled out.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• We will be reviewing whether Permit to Work is required for being present on the crane platform which is guarded by railings.</li> <li>• Wear safety harness during Crane Rocking test.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4.31 | <p><b>The SCBA Compressor air quality test was conducted on 31 March 2025; however, the test values were either at or exceeded the limits. For example, the EN 12021 standard requires a maximum CO<sub>2</sub> value of 500 ppm, and the test result was exactly 500 ppm. Additionally, the required H<sub>2</sub>O range was 50 mg/m<sup>3</sup>, but the certificate indicated a range of 120 mg/m<sup>3</sup>. Despite these discrepancies, the test was passed, although it should have been considered a failure.</b></p> <p><b>Comments:</b></p> <p>It is important that air quality is within the parameters for safe breathable air for the SCBA users and note as following:</p> <ul style="list-style-type: none"> <li>➤ Check that the SCBA air compressor air filter is dry and free from excess moisture or visible contaminants. If damp, replace air filter or dry it before taking air sample.</li> <li>➤ Allow air to flow for few minutes to purge residual gases before collecting a sample.</li> <li>➤ Compare test values against regulatory requirements upon receipt of the new air quality test certificate.</li> <li>➤ If results show deviations, take corrective action such as servicing the compressor or replacing filters.</li> <li>➤ Ensure filters and air dryers are replaced regularly to prevent contamination buildup and SCBA maintenance is carried out as per maker's recommendations.</li> <li>➤ After corrective action, re-send the sample for air quality test.</li> </ul> |

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| 5.11  | <p><b>The operator's SMS does not have a Management of Change (MOC) process. As a result, any major equipment changes, such as the BWTS retrofitting, did not have an MOC document on the vessel.</b></p> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>• Management of Change procedure and Form has been published in SMS as following. <ul style="list-style-type: none"> <li>➤ 4.35 Management of Change in HSE Procedure Manual</li> <li>➤ Form 5.2.2 – Management of Change Form</li> <li>➤ Management of Change (MOC) Form 5.2.2 will require to be submitted to office prior any modification and installation of the equipment on board the vessel.</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                          |
| 7A.3  | <p><b>The remote control digital level gauges for the bunker tanks, located in the ship's office, were sporadic and did not provide accurate readings.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Please note as following: <ul style="list-style-type: none"> <li>➤ Inform office if remote level gauges (where provided) are sporadic and unreliable.</li> <li>➤ Remote level gauges (where provided) are to be checked for their accuracy against manual soundings monthly and before bunkering and record maintained in the sounding book.</li> <li>➤ Any unreliable remote level gauge is not to be used for the measurement of the fuel in the tank.</li> <li>➤ Follow manufacturer's recommended calibration interval and procedures.</li> </ul> </li> </ul>                                                                                                                                                                                            |
| 9A.17 | <p><b>Various engine room travelling cranes equipped with chain blocks ranging from 5 MT to 2.5 MT (a total of five units) were found not to have been load tested, nor were they included in the chain register.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Load test of the lifting appliances/engine room travelling cranes is carried out in dry dock. Normally certificate is filed in the dry dock file along with other work done reports.</li> <li>• Refer RISQ 9.17 - All lifting appliances and every item of loose gear shall be thoroughly examined by a competent person at least once in every twelve months and five yearly load testing shall be carried out when the safe working load (SWL) of the lifting appliance is more than one tonne.</li> <li>• Inform your Ship Manager if valid load test certificate of E/R travelling cranes is not on board.</li> <li>• Load test certificate is to be kept in the certificate file.</li> </ul> |
| 10.4  | <p><b>The SDMBL (Ship Design MBL), as per the LMP (Line Management Plan), was 481 kN; however, the mooring ropes in use had the following MBLs: 760 kN, 774 kN, 705 kN, 73.9 MT, 70.5 MT, and 55.5 MT, respectively.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• Carry out risk assessment for using the mooring lines of excessive MBL than required for the vessel for operational safeguards. Refer Risk Assessment template in CSM:</li> </ul> <div data-bbox="416 1951 1011 2031" style="background-color: #e6f2ff; padding: 5px;"> <p>LDBF of mooring line exceeding 105% of Ship Design...<br/>Created on 07/11/2024</p> </div>                                                                                                                                                                                                                                                                                                                          |

TAMAR SHIP MANAGEMENT

|                           | <ul style="list-style-type: none"><li>Mention the mooring lines specification – Ship Design MBL and LDBF range when raising the requisition of the new mooring lines, refer Part D of Mooring Equipment Management Plan for the mooring lines particulars of your vessel, for example:<table><tr><th colspan="6">Mooring Lines Particulars</th></tr><tr><th>VESSEL NAME</th><th>IMO Number</th><th>Equipment Number (EN)</th><th>Ship design MBL (kN) (MBLSD)</th><th>LDBF/Spliced mooring lines Breaking load (MBL) (kN) Min/Max (100% to 105% of MBLSD)</th><th>LDBF/Spliced mooring lines Breaking load (MBL) (Tons) Min/Max (100% to 105% of MBLSD)</th></tr><tr><td>IVS MERLIN</td><td>9604847</td><td>2463</td><td>481</td><td>481 – 505.05</td><td>49.08– 51.53</td></tr></table></li><li>We are also streamlining supply of mooring lines from a dedicated supplier.</li></ul>               | Mooring Lines Particulars |                              |                                                                                     |                                                                                       |  |  | VESSEL NAME | IMO Number | Equipment Number (EN) | Ship design MBL (kN) (MBLSD) | LDBF/Spliced mooring lines Breaking load (MBL) (kN) Min/Max (100% to 105% of MBLSD) | LDBF/Spliced mooring lines Breaking load (MBL) (Tons) Min/Max (100% to 105% of MBLSD) | IVS MERLIN | 9604847 | 2463 | 481 | 481 – 505.05 | 49.08– 51.53 |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--|--|-------------|------------|-----------------------|------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|------------|---------|------|-----|--------------|--------------|
| Mooring Lines Particulars |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                           |                              |                                                                                     |                                                                                       |  |  |             |            |                       |                              |                                                                                     |                                                                                       |            |         |      |     |              |              |
| VESSEL NAME               | IMO Number                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Equipment Number (EN)     | Ship design MBL (kN) (MBLSD) | LDBF/Spliced mooring lines Breaking load (MBL) (kN) Min/Max (100% to 105% of MBLSD) | LDBF/Spliced mooring lines Breaking load (MBL) (Tons) Min/Max (100% to 105% of MBLSD) |  |  |             |            |                       |                              |                                                                                     |                                                                                       |            |         |      |     |              |              |
| IVS MERLIN                | 9604847                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2463                      | 481                          | 481 – 505.05                                                                        | 49.08– 51.53                                                                          |  |  |             |            |                       |                              |                                                                                     |                                                                                       |            |         |      |     |              |              |
| 10.6                      | <p><b>The vessel was deploying mixed moorings, with mooring ropes ranging from 55.5 MT to 73.9 MT, deployed on the same leads. The mooring equipment on the vessel was rated at 628 kN and 480 kN; however, the ropes deployed were of a higher capacity than the vessel's mooring design.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>Refer RISQ 10.6 – ‘Mooring lines of the same size and material should be used for all leads. If this is not possible, all lines in the same service, i.e., breast lines, spring lines, etc. should be the same size and type.’</li><li>Company will ensure all mooring ropes are purchased in accordance with vessel design specifications as provided in the Part D of Mooring Equipment Management Plan.</li><li>Inspect mooring points, winches, and deck fittings for signs of excessive stress before and after use.</li></ul> |                           |                              |                                                                                     |                                                                                       |  |  |             |            |                       |                              |                                                                                     |                                                                                       |            |         |      |     |              |              |
| 10.14                     | <p>Mooring stopper certificates were not found on the vessel.</p> <p><b>Comments:</b></p> <p>Company ‘Form 2.3.26 - Mooring Ropes Inspection’ requires mooring stopper certificate number to be recorded.</p> <ul style="list-style-type: none"><li>➤ Inform office if the certificate of mooring stopper is not on board</li><li>➤ Keep mooring stopper certificate with the mooring lines certificates</li><li>➤ Record certificate number in ‘Form 2.3.26 - Mooring Ropes Inspection’</li><li>➤ Check certificate of the mooring stopper is on board before installing the new stopper and when a rope coil and when new mooring rope stoppers are supplied on board.</li></ul>                                                                                                                                                                                                                   |                           |                              |                                                                                     |                                                                                       |  |  |             |            |                       |                              |                                                                                     |                                                                                       |            |         |      |     |              |              |
| 13.37                     | <p><b>A spare starter motor was provided; however, no test records were available in the PMS, indicating that the critical spare had never been tested.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>➤ Test spare starter motor of Emergency Generator (where provided) and inform result to your Ship Manager</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                           |                              |                                                                                     |                                                                                       |  |  |             |            |                       |                              |                                                                                     |                                                                                       |            |         |      |     |              |              |
| 14.12                     | <p><b>The lighting in the forecastle store was inadequate, with the design such that many areas were completely engulfed in darkness. Portable cargo cluster lights were used to illuminate the forward store.</b></p> <p><b>Comments:</b></p> <p>Please note as following:</p> <ul style="list-style-type: none"><li>➤ Check lighting in the forward store across all areas is uniform and proper</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                           |                              |                                                                                     |                                                                                       |  |  |             |            |                       |                              |                                                                                     |                                                                                       |            |         |      |     |              |              |

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|  | <ul style="list-style-type: none"><li>➤ Keep the lighting fixture clean</li><li>➤ Inform your Ship Manager if additional lighting fixture is required</li></ul> |
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## Fleet Advisory 2025-06

PSC deficiency

Port: Fremantle, Australia

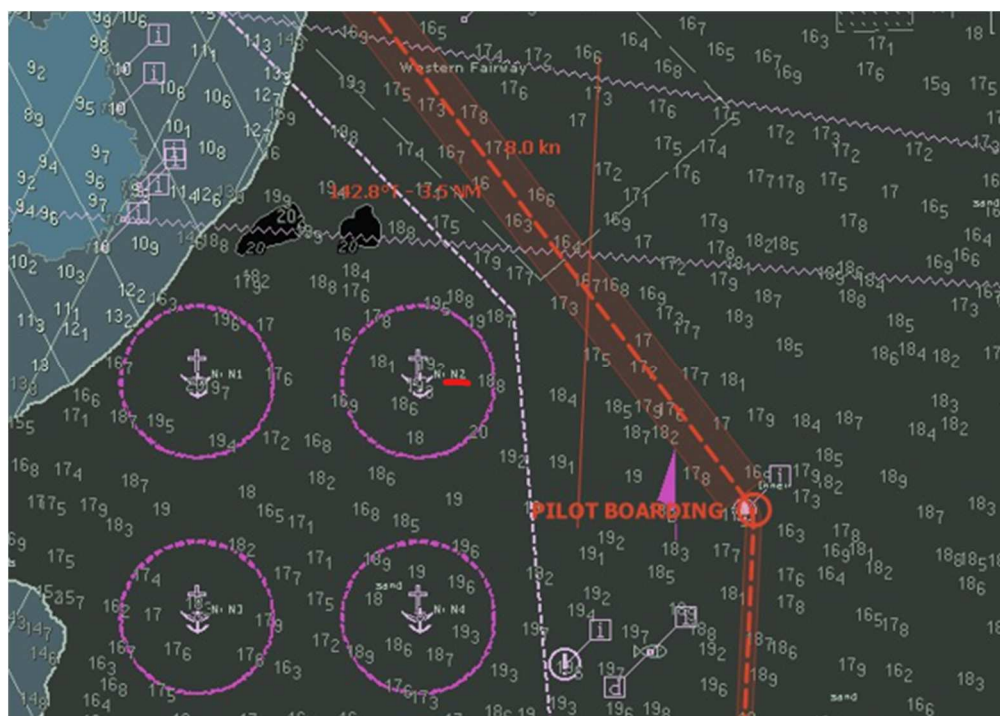
Date: 10 June 2025

Code  
10127

### **Anchorage waypoint not included for in bound Kwinana passage plan.**

#### **Comments:**

- As usual vessel's original passage plan was prepared from berth to berth. However, vessel was required to anchor prior berthing at designated anchorage N2 which was about 0.4 NM from the vessel's route, refer below ECDIS screenshot but the passage plan was not revised for the deviation waypoint.



- Refer 'Nautical Manual/9.0 Passage Planning/11. Passage plan changes/Deviation' requires the original passage plan to amend in case of any change/deviation. We have added a clear para as highlighted in yellow when vessel needs to anchor prior berthing.

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#### **11. PASSAGE PLAN CHANGES/DEVIATION**

When the port of destination changes, it will be necessary for the Second Officer to amend the original plan as appropriate.

The development of the weather situation may also require the plan to be changed. In the event of a required change of plan or change of voyage instructions (i.e. change of discharge/loading port), changes to the original plan must be meticulously researched and inserted.

Normally initial passage plan is prepared berth to berth. However, vessel may not berth directly but may be required to anchor prior berthing. In such cases the passage is to be planned to the anchorage point, incorporating new waypoints. Accordingly, changes made in the passage plan and in the safety settings of ECDIS containing safety depth and safety contours.

Once this has been done, the plan is to be resubmitted to the Master for approval, and circulated to the other Navigation Officers for acceptance. All officers shall read and sign the revised passage plan. Should the vessel not have the charts /publications required, the contracted supplier should be contacted to supply the required electronic charts/publications to the vessel. All amended passage plans must be retained on board along with the final passage plan and must not be discarded.

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Please comply with above, regardless of how minor any deviation might be.

## Fleet Advisory 2025-05

PSC deficiency

Port: Taixing, China

Date: 13 May 2025

|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| <p>Code<br/>18401</p> | <p><b>The oxygen cylinder of the oxygen resuscitator in the ship's infirmary leakage.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Minor air leak was noticed between the air regulator and humidifier bottle when cylinder valve (40 litre) for checking the air pressure was opened. Probably the nut connecting the humidifier bottle and air regulator was not properly tightened after last filling up of the water in the bottle during last routine inspection.</li> </ul> <div data-bbox="368 638 1369 960">  </div> <ul style="list-style-type: none"> <li>Ensure fittings/connections are properly tightened after routine inspection/maintenance.</li> <li>Check for any air leakage after completion of the maintenance by opening the air cylinder valve.</li> </ul> |
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| No./Code | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| 1/07123  | <div>Crew in charge was not familiar with CO2 fire extinguishing system in Galley.</div> <div> Comments: <ul style="list-style-type: none"> <li>Please assess the knowledge of the crew members on the operation of fixed CO2 fire extinguishing system in Galley (where fitted). If required, conduct the familiarization training of the crew members on the operation of fixed CO2 fire extinguishing system.</li> <li>Ensure clear operation instructions are posted near the CO<sub>2</sub> fire extinguishing system.</li> <li>Crew should be familiar with the operation of all fire extinguishing systems fitted on board the vessel.</li> <li>During monthly training as required by company Form 3.2.1, please ensure the training session is kept interactive with the crew members and assess their knowledge with the operation of fixed firefighting system.</li> </ul> </div> <div>Refer fixed CO2 fire extinguishing system fitted in Galley on inspected vessel with operation instructions.</div> <div> <div>  </div> <div>  </div> </div> |

## Fleet Advisory 2025-08

PSC deficiencies at Le Port, Reunion on 03 Sept. 2025

| S.No./ Code | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1/<br>01224 | <p>ETR on board found without III/7 certification of electro-technical rating, STCW Convention &amp; Codes, 2010 Manila Amendments / STCW Code Part A / Section A – III/7 (missing).</p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>It was an administrative oversight that Seafarer's certificate was not issued correctly and missing with relevant STCW regulation. Each seafarer's must check his/her own certificate for personal particulars and STCW regulation is correctly mentioned in the certificate.</li> <li>Master to ensure that each seafarer's certificates are checked when they board the vessel.</li> <li>We will also strengthen our pre-boarding verification of the seafarer's certificates.</li> <li>Please check each crew member's certificates and advise if STCW regulation is not correctly mentioned in the seafarer's certificate pertaining to the assigned rank on board.</li> </ul>                                                                                                                                                                                                 |
| 2/<br>18401 | <p>A few medicines found expired in hospital. MLC 2006 / The regulation and the Code / Regulation 4.1 (Expired).</p> <p><b>Comments:</b></p> <p>The deficiency resulted due to expired medicines were kept together with the valid medicines. The expired medicines were not replenished.</p> <ul style="list-style-type: none"> <li>Ensure expired medicines are separated from the valid medicines and kept separately in a box marked with 'Expired medicines – Not for use' for disposal as required by the instructions in the initial pages of Medical Record Book.</li> <li>Ensure proper monthly medical inventory using company Form 3.2.0 and filed in Share Point. Check expiry date on the medicine matches with the expiry date in the Form.</li> <li>Order the medicines in advance so that medicines are replenished on board prior expiry date to meet the required Quantity as per medical scale mentioned in the Form 3.2.0.</li> <li>The person in charge for the upkeep of the medicines to read the instructions provided in the initial pages of the Medical Record Book and Master to ensure compliance.</li> </ul> |

**Fleet Advisory 2025-09**

PSC deficiency at Gent, Belgium on 11 Sep 2025

| S.No.<br>/<br>Code     | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                        |              |                     |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------|---------------------|
| 1/<br>0119<br>9        | <p><b>Although the instructions for verifying (see paragraph 3.6) the information contained in the electronic certificate including confirmation of periodic endorsements, when necessary, are available on board the ship, the Master is unable to verify and confirm the authenticity and validity of an electronic certificate using the unique tracking number and other data contained on or embedded in the electronic certificate.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"><li>All officers to familiarize with the SMS - Fleet Procedure Manual/Chapter 2.0/9.Electronic certificates for verification methods. Following verification methods of different flags and ClassNK are being reproduced:</li><li><b>The electronic certificates on Singapore registered ships</b> is governed by MPA attached shipping circular no. 26 of 2017. It contains following verification methods:</li></ul> <p><u>When internet connectivity is availability</u></p> <p>(1) Method 1 - Verification by scanning the QR Code</p> <div><p>Merchant Shipping Act<br/>(Cap. 179)<br/>PROVISIONAL<br/>CERTIFICATE OF SINGAPORE REGISTRY</p><p>SIGNAL LETTERS : 9V5210</p><p>CERTIFICATE NO: COR-0415-17</p><p>PARTICULARS OF SHIP</p><table><tr><td>Official Number 400025</td><td>Name of Ship</td><td>Description of Ship</td></tr></table></div> <p>(2) Method 2- Verification by entering the Certificate number (unique tracking number) at the Online Verification System at <a href="https://marinet.mpa.gov.sg/sr-vs/">https://marinet.mpa.gov.sg/sr-vs/</a></p> <p>(3) The status of the certificate will be displayed online.</p> <p><u>When internet connectivity is not availability</u></p> <p>(4) Look out for the digital signature ribbon on the top of the digital certificate to check that the digital security signature to verify the authenticity of the certificate.</p> <div> Certified by Director of Marine or Registrar of Ships &lt;marine@mpa.govsg&gt;, Maritime and Port Authority of Singapore, certificate issued by Netrust CA 2-2.</div> <ul style="list-style-type: none"><li><b>The electronic certificate on Marshall Islands registered ships</b> is governed by attached Marine Notice No. 1-109-1. It contains following verification methods:</li></ul> | Official Number 400025 | Name of Ship | Description of Ship |
| Official Number 400025 | Name of Ship                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Description of Ship    |              |                     |

### 3.2 Documents and certificates, may be verified online by:

- .1 clicking on the QR Code found in their upper right corner, which links a user directly to the verification site (<https://www.register-iri.com/maritime/vessel-document-verification/>);
  - .2 using a smartphone's camera to scan the QR Code; or
  - .3 verifying online at <https://www.register-iri.com/maritime/vessel-document-verification/> by entering:
    - a. the UTN located in the bottom left corner; or
    - b. the Document or Certificate Number, the Official Number, and the Document or Certificate issue date.
- **The electronic certificate on Liberia registered ships** is governed by attached Liberia letter dated 1 Sept. 2023, same attached. It contains following verification methods:

\* Most, but not all, certificates and documents issued after October 16, 2007 now have a unique Tracking Identification Number (TID) located at the bottom of the form, example: TID: 01221 - 51000 - 00015 - 59623.

Authenticity of certificates and documents with TID can be verified on the Liberian Registry website: <https://www.liscr.com/maritime/verify-certificate>.

To verify authenticity of certificates and documents without TID, contact the Liberian Administration at:

Tel: +1 (703) 963-6216 (Duty Officer) or Email: [DutyOfficer@liscr.com](mailto:DutyOfficer@liscr.com)

- **Electronic certificates issued by ClassNK**

1. Verification by scanning the QR Code provided in the certificate
2. Clicking on the link embedded in the electronic certificate, example as following.

<https://e-certificate.classnk.or.jp/vervication.aspx?imo=9870874&tid=93793-68051-26082-98204>

3. Look out for the digital signature on top of the certificate

 Certified by ClassNK <tid@classnk.or.jp>, Information Technology Department, certificate issued by GlobalSign GCC R45 AATL CA 2020.

- Carry out training to all officers on verification of the electronic certificates using various methods - the QR Code, tracking number and embedded data.
- Perform a live verification of a sample certificate to confirm that it is understood by all officers and assess their knowledge.

## Fleet Advisory 2025-10

PSC deficiencies at Khalifa Port, UAE on 09 Sept. 2025

| S.No./ Code | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1/<br>16105 | <p>The identification card was not checked at time of boarding the ship &amp; false information recorded on regard for body search.</p> <p><b><u>Comments:</u></b></p> <ul style="list-style-type: none"> <li>• Carry out familiarization training to all crew using 'OJT 16 – Security duties in port' stressing positive checking of the visitor's identity and recording accurately in the visitor's log.</li> <li>• SSO to regularly brief gangway watch keepers and duty officers for reinforcing adherence with the ISPS /SSP procedures.</li> <li>• SSO to audit the visitors log regularly for ensuring records are accurate.</li> <li>• Master to ensure compliance on board.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2/<br>07105 | <p>Purifier room &amp; bridge electric room fire doors found tied with rope in open position.</p> <p><b><u>Comments:</u></b></p> <p>Carry out training to all crew containing following points on the fire doors to reinforce the importance of keeping fire doors closed:</p> <ul style="list-style-type: none"> <li>• Fire door is not tied with rope for keeping it open.</li> <li>• The fire doors equipped with self-closing device are to be kept closed at all times irrespective of whether vessel is in port or at sea. (not applicable to fire doors provided with auto-release mechanism as these are closed automatically in case of fire by trigger of fixed fire detection and alarm system).</li> <li>• Ensure following company signage is posted on each fire door on board the vessel: <div data-bbox="351 1232 794 1422" data-label="Image">  </div> </li> <li>• Warn crew against non-compliance with SOLAS regulation, securing a fire door for keeping it open is an offence.</li> <li>• <b>Fire door is meant</b> <ul style="list-style-type: none"> <li>➤ to contain the spread of fire and smoke in one area and prevent spreading to other parts of the ship.</li> <li>➤ to resist the penetration of flames, smoke, and excessive heat.</li> <li>➤ to contain the damage from a fire, preventing it from escalating.</li> </ul> </li> <li>• <b>Inspect and maintain fire doors as per PMS</b> <ul style="list-style-type: none"> <li>➤ Check all fire doors for proper closing and self-closing device during routine checks</li> <li>➤ Check latch for proper locking</li> <li>➤ Check door sealing arrangement</li> <li>➤ Cross check fire doors with ship's safety plan</li> </ul> </li> </ul> |

## Fleet Advisory 2025-11

RightShip inspection findings at Qingdao, China on 12 Sept. 2025

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>RISQ<br/>3.20</p> | <p><b>No evidence was available to confirm that T&amp;P notices had been updated or cross-checked during the vessel's previous voyage from New Zealand to South Korea. The navigating officer was unfamiliar with the status of T&amp;P information in the ENCS and was unable to provide such status at time of inspection.</b></p> <p><b>Comments:</b><br/>All ENC in the ECDIS were updated latest weekly notices including latest AIO as applicable. However, applicable T&amp;P Notices were not verified against weekly Notices to Mariners and nor AIO/T&amp;P NMs record in NP133C was updated, resulting in this finding. Please note as following:</p> <ul style="list-style-type: none"> <li>• All deck officers to familiarize with OJT 043 - Temporary and Preliminary (T&amp;P) Notices in ENCs.</li> <li>• Navigation officer should not entirely rely on AIO as they may not be updated, and applicable T&amp;P notices should be verified against weekly Notices to Mariners. (refer Nautical Manual/7B.0 ECDIS/28.4 AIO)</li> <li>• AIO/T&amp;P NMs record in NP 133C is kept updated.</li> <li>• Master to ensure compliance for each voyage</li> <li>• Master to carry out Navigational audit using checklist in CSM for ensuring compliance. (Refer Nautical Manual/10.0 General Navigation/22. Navigation Audit)</li> </ul> |
| <p>RISQ<br/>3.24</p> | <p><b>During the last voyage from Changshu to Qingdao via the Yangtze River, parallel index techniques were applied using floating buoys as reference marks.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>• All deck officers to familiarize with OJT 77.0 – Parallel Indexing</li> <li>• All parallel indexing is carried out using fixed radar-conspicuous objects as floating buoys are susceptible to drift resulting in positional inaccuracy.</li> <li>• Master to check and verify the route for correctness of parallel indexing before approving the passage plan.</li> <li>• Master to carry out Navigational audit using checklist in CSM for ensuring compliance. (Refer Nautical Manual/10.0 General Navigation/22. Navigation Audit)</li> <li>• The Master is to discuss this requirement during <b>Pre-Passage Planning Meeting</b> with all navigating officers and cross-check for compliance with NP133C updates and T&amp;P verification.</li> </ul>                                                                                                                                                                                                                                                                                                                                                 |
| <p>RISQ<br/>4.7</p>  | <p><b>History records of hot work permits were randomly reviewed and noted that company's authorization was not obtained for those hot works conducted outside the engine room workshop. As stipulated in the SMS manual, the such authorisation is first required before carrying out hot work anywhere outside of E/R workshop.</b></p> <p><b>Comments:</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

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|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           | <ul style="list-style-type: none"> <li>Familiarize with the SMS requiring company authorization for carrying out hot work outside the engine room workshop. (Refer HSE Procedure manual/4.11.1 Hot Work/section 2)</li> <li>Discuss this finding with crew during forthcoming Safety Meeting, crew are to be reminded of this requirement and the rationale behind it.\</li> <li>Safety Officer and all those involved in HW activity are to strictly enforce this requirement and verify documentation before commencement of any such hot work.</li> <li>Master &amp; Safety officer to ensure compliance on board.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| RISQ 4.37 | <p><b>The Record of Approved Safety Equipment not updated to reflect the material, manufacturer, and the standard to which the pilot ladder was made and tested. Two pilot ladders were equipped on board.</b></p> <p><b>Comments:</b></p> <ul style="list-style-type: none"> <li>Whenever any equipment provided in the Record of Approved Safety Equipment is renewed/alterd from its original specifications - Make/Model etc, update it in Section 10 of the Record of Approved Safety Equipment and get it endorsed by Class surveyor visit to vessel during annual/occasional surveys.</li> <li>Keep Type Approval certificate of the newly installed equipment ready for showing to surveyor for getting the equipment endorsed in the Record of Approved Safety Equipment.</li> <li>Verify the equipment entered in the Record of Approved Safety Equipment match with the equipment installed on board the vessel.</li> </ul>                                                                                                                                                |
| RISQ 5.8  | <p><b>Hydraulic control stands (5 stations) for operation of all hatch covers, were not arranged with containment arrangement in place.</b></p> <p><b>Comment:</b></p> <ul style="list-style-type: none"> <li>Inform your Ship Manager if containment is not installed under the Hydraulic control stands for our planning and installing the same.</li> <li>Ensure hydraulic pipes, flexible hoses and couplings are kept in good condition by regular inspection and maintenance as per PMS.</li> <li>Ensure scuppers/save-alls are plugged during operation of deck hydraulic machinery.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| RISQ 6.4  | <p><b>In Cargo Hold No.1 forward, one section of guardrail approximately 1 m in length on the vertical ladder platform at a height of 6 m was damaged and detached from both mountings during the last voyage. No temporary safety measures were in place to protect against falls, and no risk assessment was available onboard. On upper platform of the inclined ladder in Cargo Hold No.1 aft, port side handrail of platform was wasted and missing. No temporary safety means or warning signs were arranged in the vicinity to prevent falls. On the lower part of the inclined ladder in Cargo Hold No.1 aft, the ladder protection was fractured and bent inward, occupied as well as compressed the ladder space and created a risk of personnel impact when climbing up or down the ladder.</b></p> <p><b>Comments</b></p> <ul style="list-style-type: none"> <li>Carry out the regular inspection of the cargo hold structure and access ladders after each cargo operation. Document each damage using Stevedore damage Form or in Defect list as applicable.</li> </ul> |

|            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|            | <ul style="list-style-type: none"> <li>Assess the damage to cargo access ladder for analysing whether ladders are usable with the implementation of the temporary safety controls for interim period until repaired permanently.</li> <li>If damaged access ladders are to be used for interim period when repair is not possible due to cargo and other restrictions, carry out Risk Assessment for using these. Implement temporary safety control measures. Brief personnel on hazards and interim safety controls before use.</li> <li>A risk assessment on using the damaged access ladder for interim period has been prepared in the CSM and distributed to each vessel with following title. Make it ship/job specific before use.<br/><br/> <b>Damaged access ladder in cargo holds</b> </li> </ul> <ul style="list-style-type: none"> <li>Expediate the repair of the access ladders.</li> </ul> |
| RISQ 13.33 | <p><b>Auxiliary boiler fitted with two water level gauges (fore &amp; aft), incorrect reading of water level was noted at the aft level gauge due to its cock was chocked.</b></p> <p><b>Comments:</b><br/>Please ensure following:</p> <ul style="list-style-type: none"> <li>Daily reading of the level gauge and cross checking between fore and aft gauges to confirm accuracy.</li> <li>Routine weekly blow-down of boiler water and blow through of all boiler water level gauges.</li> <li>Gauge cock and stop valve inspection and cleaning as per the Planned Maintenance System (PMS).</li> </ul>                                                                                                                                                                                                                                                                                                |

## Fleet Advisory 2025-12

**PSC at Moji, Japan on 17 Oct 2025**

**PSC Deficiency:** Smoke detector in Engine Room (3rd Deck, near No. 2 Generator) was found covered with cloth.

### Purpose of Training

To reinforce crew awareness on the importance of maintaining the vessel's fire detection system in full working order and to ensure that all personnel understand company procedures related to isolation, testing, and maintenance of fire detectors and zones.

### Training Details

#### 1. Importance of Fire Detectors

- Fire detectors are vital for early fire detection and protection of life and property
- No detector is to be covered, obstructed, or made inactive by any means
- Any undetected fire poses a serious risk to crew safety and vessel integrity.

#### 2. Visual Inspection and Routine Checks

- All fire detectors must be visually inspected to ensure they are free from obstruction, tampering, or damage.
- During weekly fire detector tests, ensure all detectors are visible and not covered.
- During daily engine room and accommodation rounds, crew should remain alert for any obstruction of safety equipment and report immediately if found.
- Unsafe acts or practices should be corrected and reported without delay.

#### 3. Reference Procedures

Refer to SMS – HSE Procedure Manual / 4.22 Fire Precautions / Section 7: Fixed Fire Detection System for isolation procedures.

The following key steps apply:

- (i) Only the Chief Engineer, with Master's permission, may authorize fire zone deactivation. The reason and duration must be communicated to ship staff.
- ii) Record time of deactivation and reactivation in both Engine Room and Bridge logbooks.
- iii) Note time of deactivation on the ECR whiteboard.
- iv) Deactivation/reactivation to be carried out by a responsible officer, and a fire patrol must be maintained in the isolated zone.
- v) Chief Engineer is responsible for reactivating the fire zone upon job completion.
- vi) Watchkeeping officers (bridge and engine room) must hand over the status of any isolated zones during change of watch.

#### 4. Alarm Response and Disciplinary Reminder

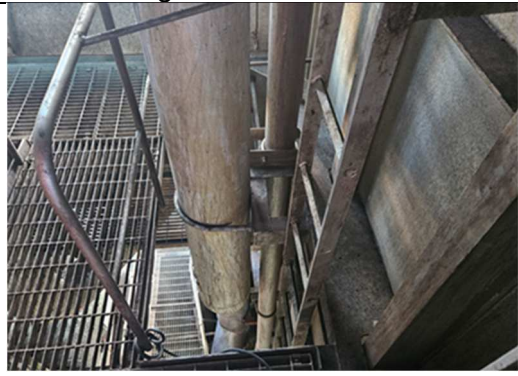
- Fire alarms must not be reset without investigation into the cause of activation.
- Any attempt to cover, shield, or tamper with detector heads is considered a serious breach of safety and will result in disciplinary action.

### Summary

All crew were reminded of their duties to keep fire detectors and other safety equipment unobstructed and fully operational at all times. Emphasis was placed on vigilance during rounds, strict adherence to SMS procedures, and maintaining a proactive safety culture.

## Fleet Advisory 2025-13

PSC deficiencies at Tauranga, New Zealand on 20 Nov. 2025

| S.No./ Code | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1/<br>13199 | <p>Auxiliary boiler – not fitted with safety arrangement to shut of fuel supply and give alarm in case of loss of air supply in accordance with SOLAS II-1/Reg.32.2.<br/>Rectify deficiency to satisfaction of class and MNZ in 3 Months.</p> <p><b><u>Comments:</u></b></p> <ul style="list-style-type: none"> <li>The deficiency resulted due to incorrect interpretation without referring the maker's manual and without testing the boiler safety arrangement and alarms. Boiler alarms and trips were not convincingly explained to PSCO.<br/>The Auxiliary Boiler on board the vessel is fitted with Burner control as following.               <ul style="list-style-type: none"> <li>➤ The unit is fitted with Low Pressure Alarm for the Fuel Loss then will cut off the burner operation when fuel oil pressure falls below 1.30 MPa</li> <li>➤ The unit is fitted with Force Draft Fan Motor Trip Alarm that will cut off burner operation in case of loss of air supply</li> </ul> </li> <li>Familiarize with the safety arrangement on shutting of fuel supply and in case of loss of air supply onboard boiler. Carry out routine test of boiler alarms and interlocks as per the PMS.</li> <li>SOLAS II-1/Reg. 32.2 is as following:<br/>==<br/>Each oil-fired boiler which is intended to operate without manual supervision shall have safety arrangements which shut off the fuel supply and give an alarm in the case of low water level, air supply failure or flame failure.<br/>==</li> <li>C/E to carry out an On Job Training for familiarization of engine staff with all Aux Boiler alarms and trips, including capability of explaining the working of each alarm to any 3<sup>rd</sup> party.</li> </ul> |
| 2/<br>18499 | <p>ER – Upper platform in ER casing – Safety chain to prevent crew falling not present.</p> <p><b><u>Comments:</u></b></p> <ul style="list-style-type: none"> <li>The yard design did not include a safety chain/barrier at the ER upper platform in the casing.</li> </ul> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Photo before installing chains</p> </div> <div style="text-align: center;">  <p>Photo after installing the chains</p> </div> </div> <ul style="list-style-type: none"> <li>Check all different platforms in the E/R for the openings which may pose fall hazard and inform office if any opening with fall hazards is not provided the safety chains.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

- |  |                                                                                                                                                 |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <ul style="list-style-type: none"><li>• Please pay attention to details on fall hazards while carrying out routine safety inspection.</li></ul> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------|

Above has been read and understood.

C/O

2/O

3/O

D/C

2/E

3/E

4/E

ETO

E/C

Verified by: Master/CE

Please file signed copy in the shared drive 3.2.3 Training folder